

DOWNTOWN TRAFFIC CORRIDOR DESIGN

SAN BENITO STREET, HOLLISTER, CA

October 21, 2015

Presented by:
City of Hollister and TJKM



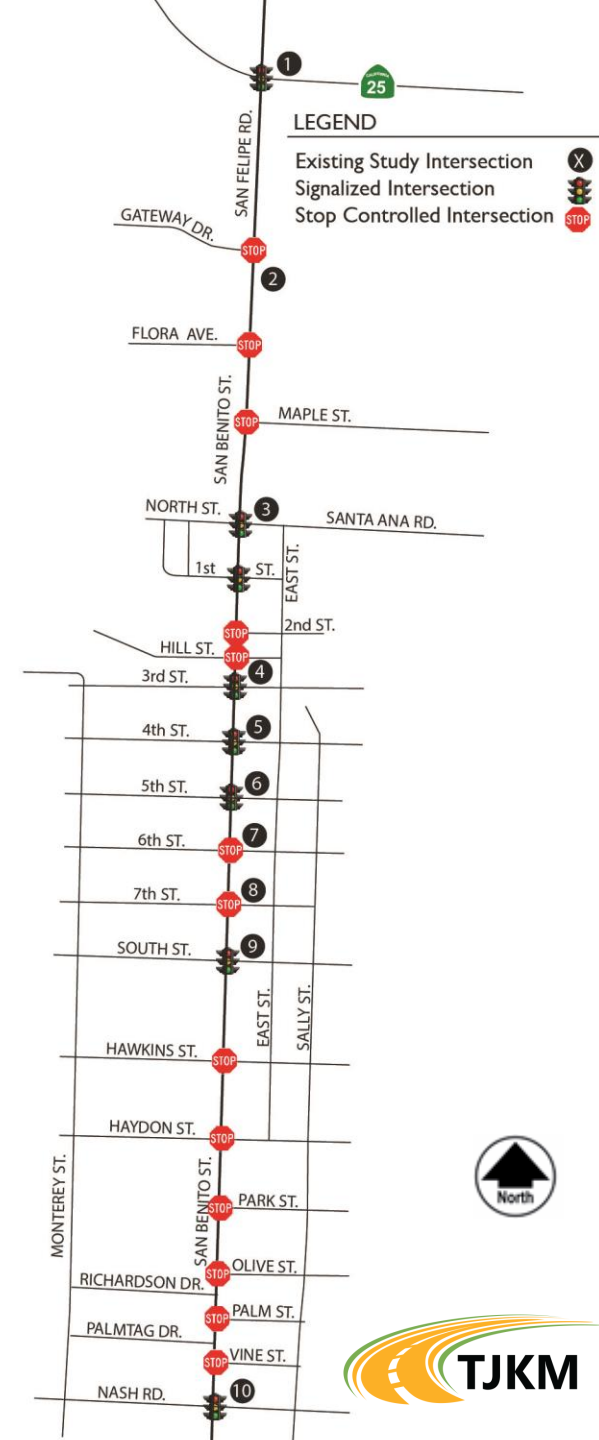
PROJECT OVERVIEW

- ❑ SCOPE OF PROJECT
- ❑ PROJECT PHASES
- ❑ CURRENT EFFORTS



PROJECT INTERSECTIONS

1. San Felipe Road & State Route 25
2. San Felipe Road & Gateway Drive
3. San Benito Street & North St/Santa Ana Road
4. San Benito Street & 3rd Street
5. San Benito Street & 4th Street
6. San Benito Street & 5th Street
7. San Benito Street & 6th Street
8. San Benito Street & 7th Street
9. San Benito Street & South Street
10. San Benito Street & Nash Road



COMPLETE STREETS = BENEFITS TO ALL MODES OF TRANSPORTATION

- ❑ Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.
- ❑ Improve bicyclist safety by providing bike lanes, and landscaped buffer zones.
- ❑ Improve pedestrian experience with trees along the medians and sidewalks.
- ❑ Increase foot traffic and visibility to downtown businesses by enhancing non-vehicular travel experience .



PHASE I IMPROVEMENTS

- ❑ Reduce the number of travel lanes to streamline traffic and reduce vehicular speed.
- ❑ Dedicated bike lanes north of 4th Street and shared bike lanes south of 4th Street.
- ❑ High-visibility crosswalks
- ❑ Left-turn pockets at approaches along San Benito Street
- ❑ Retain existing parking availability in the Downtown

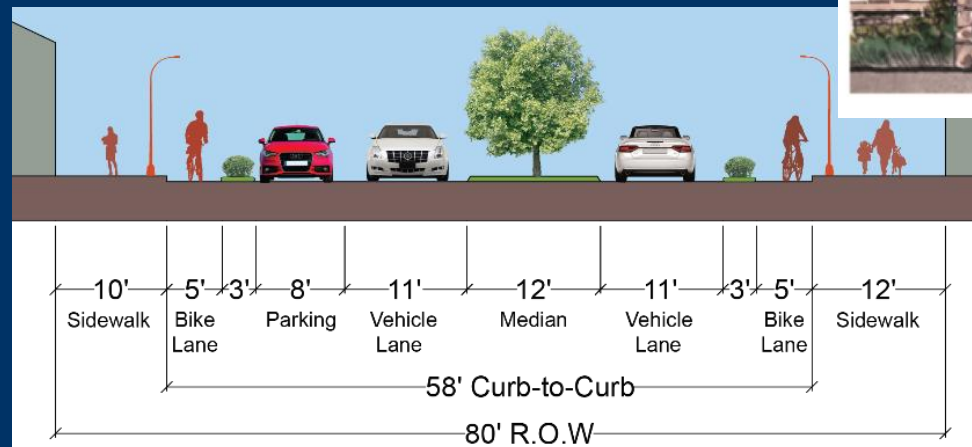
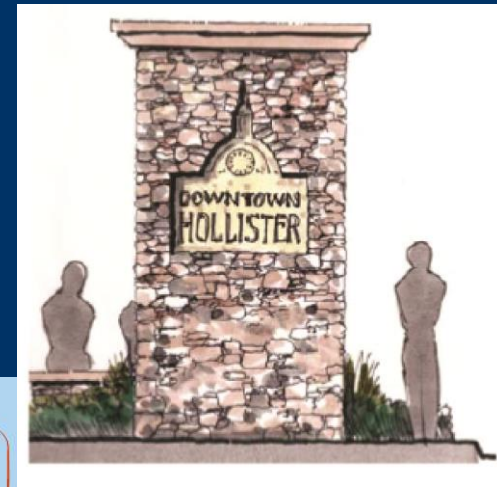
*Phase I involves San Benito Street between 3rd Street and South Street
(Downtown Hollister)*

IMPROVEMENTS BY SEGMENT ON SAN BENITO STREET (PHASE I)

3RD STREET TO 4TH STREET

1 of 2

- ❑ Install 5' Class II bicycle with a 3' landscaped buffer.
- ❑ Install high-visibility crosswalks at all intersection legs
- ❑ Install left-turn pockets at all major intersection approaches along San Benito Street
- ❑ Install primary gateways at 3rd Street and South Street intersections



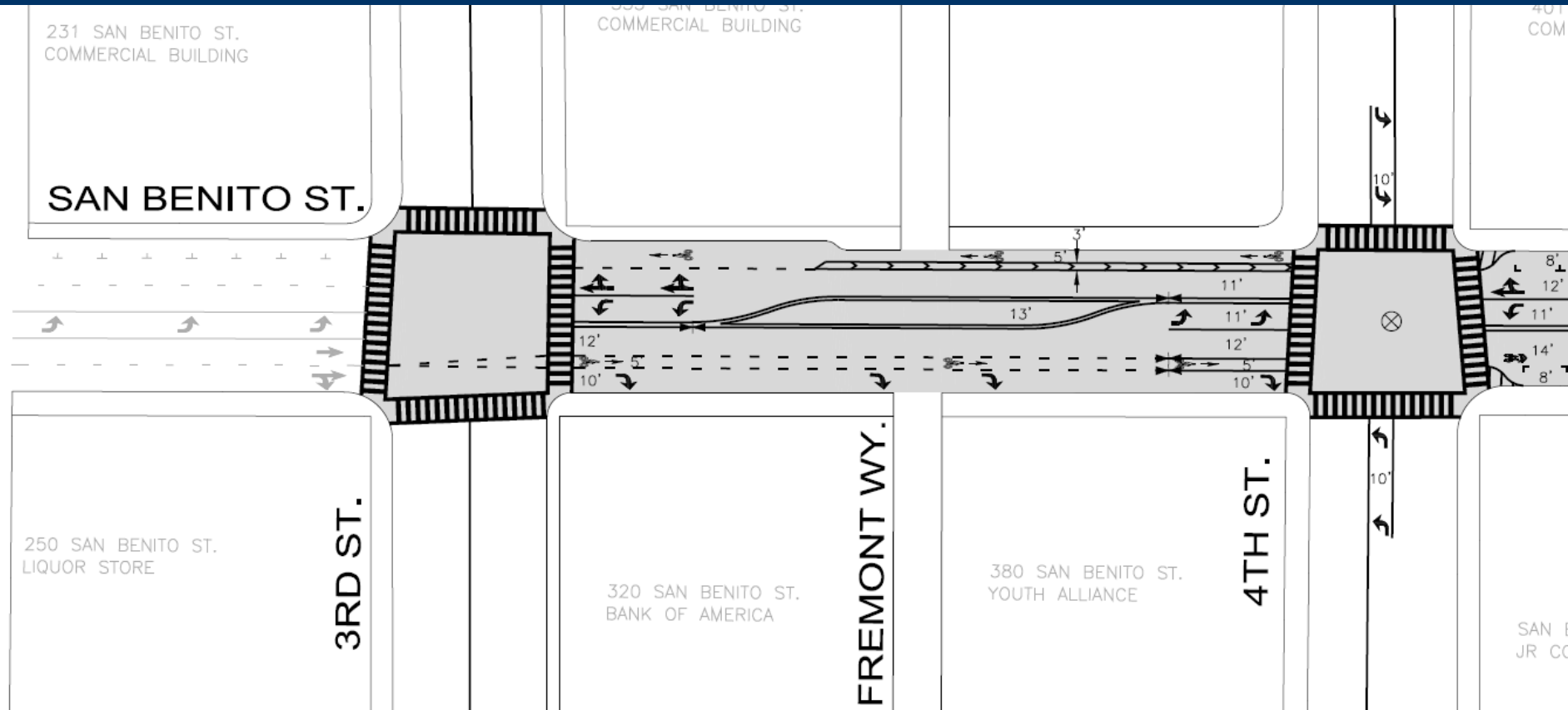
3RD STREET TO 4TH STREET

1 of 2

- ❑ 5' Class II bicycle lane with 3' striped buffer on east side
- ❑ 5' Class II bicycle lane on west side
- ❑ High-visibility crosswalks at all intersection legs
- ❑ Southbound left-turn pocket approaching 4th Street
- ❑ Southbound right-turn lane approaching 4th Street
- ❑ Striped median
- ❑ No parking on this block

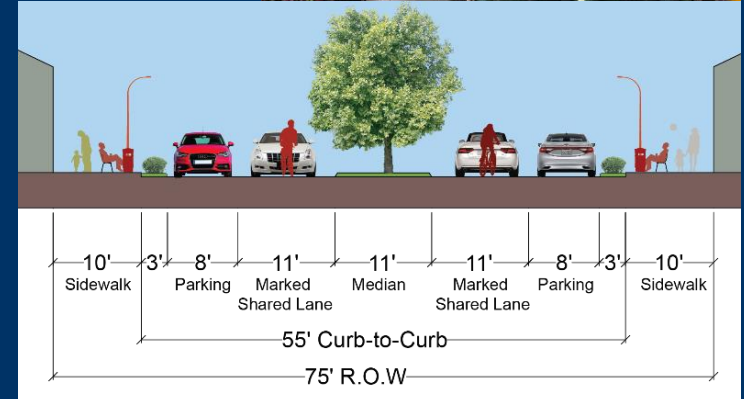
3RD STREET TO 4TH STREET

2 of 2



CONVERTIBLE STREET: 4TH STREET TO SOUTH STREET

- ❑ The segment is designed as a 'Convertible Street' with decorative pavers for the roadway and sidewalks with rolled curbs.
- ❑ Allows for the closure of San Benito street for large community events such as, farmer's market, independence rally, etc.
- ❑ Install midblock crosswalk at the midpoint of each block, and install Class III shared bicycle facilities along the roadway.



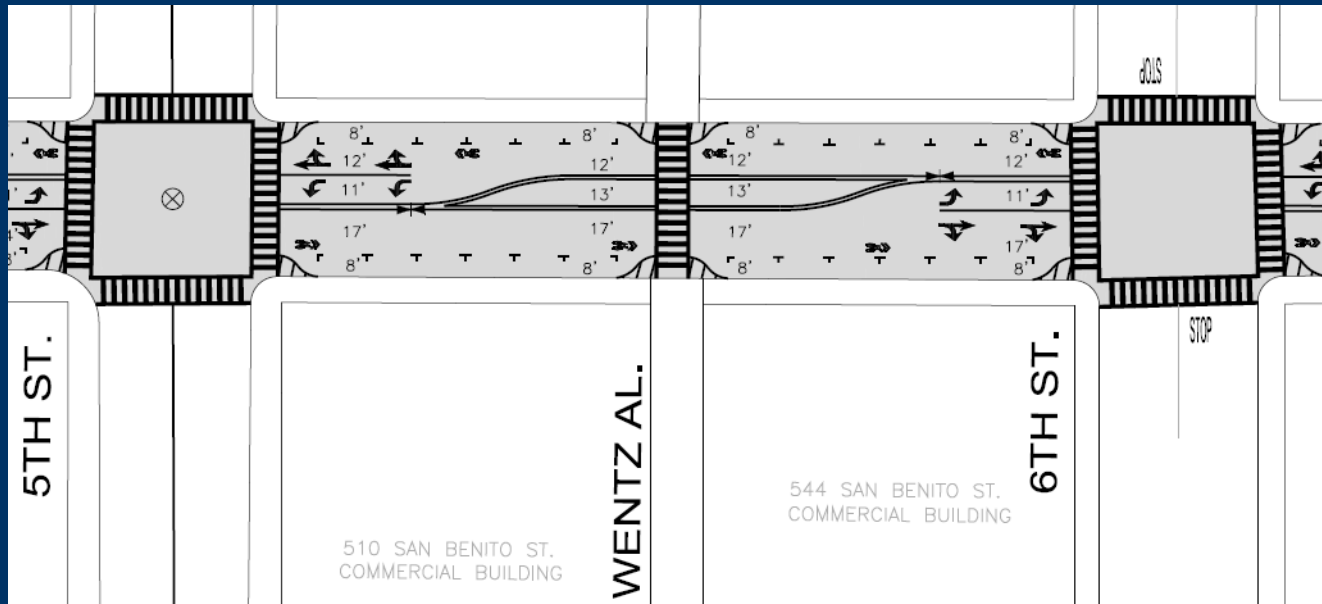
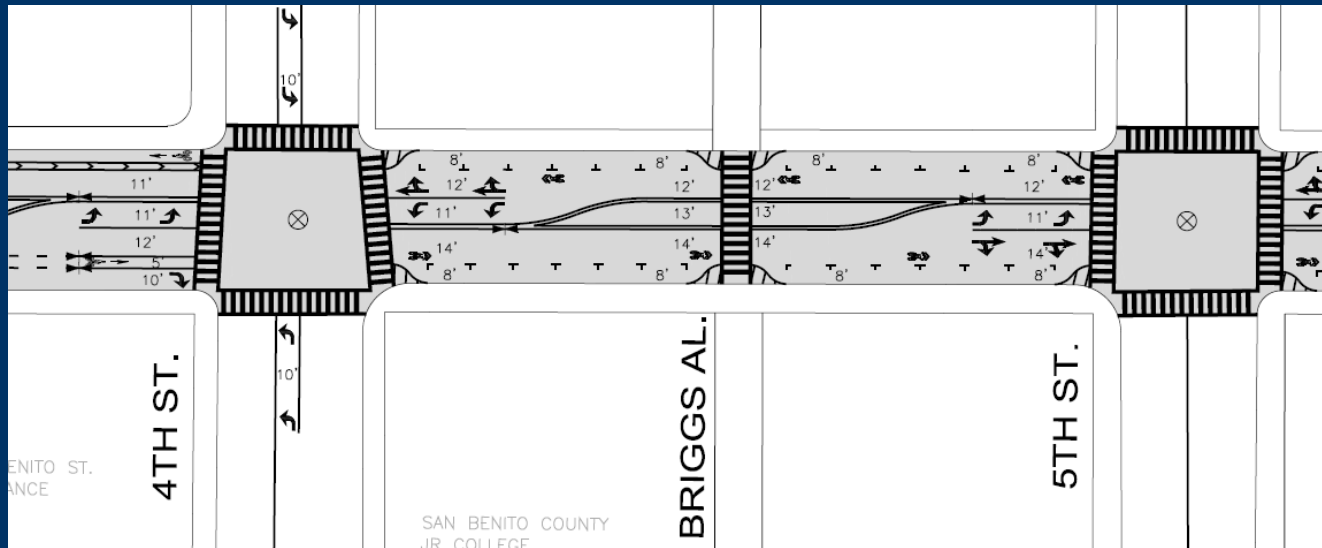
4TH STREET TO SOUTH STREET

1 of 3

- ❑ 'Convertible Street' design, typical to all blocks that would allow closure of San Benito street for large community events
- ❑ Northbound and southbound left-turn pockets
- ❑ Class III shared bicycle facility
- ❑ High-visibility crosswalks at all intersection legs
- ❑ Midblock crosswalks at midpoint of each block
- ❑ Parking retained

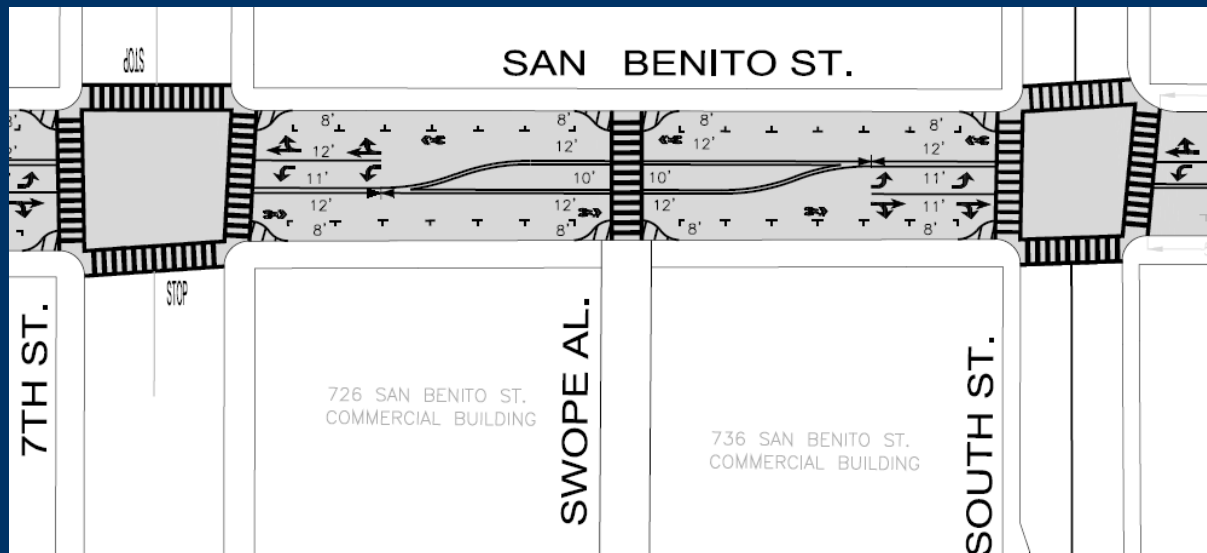
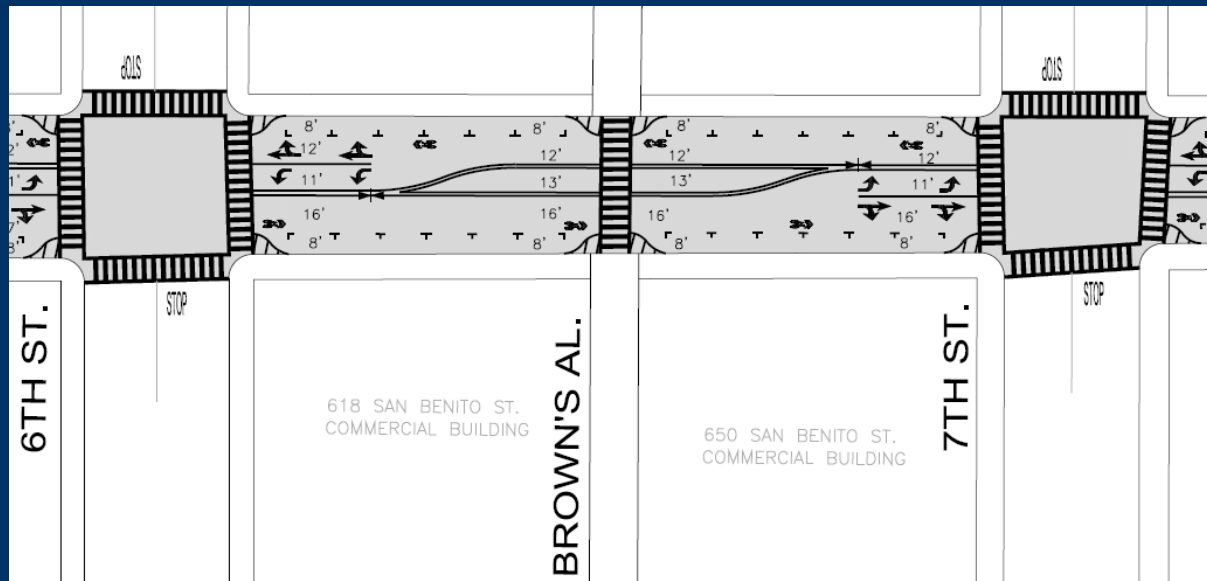
4TH STREET TO SOUTH STREET

2 of 3

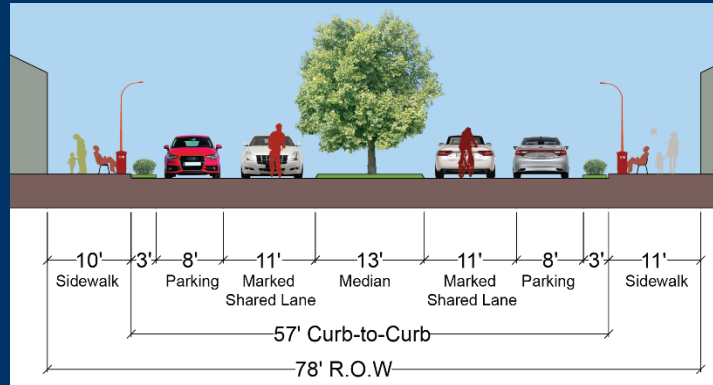


4TH STREET TO SOUTH STREET

3 of 3



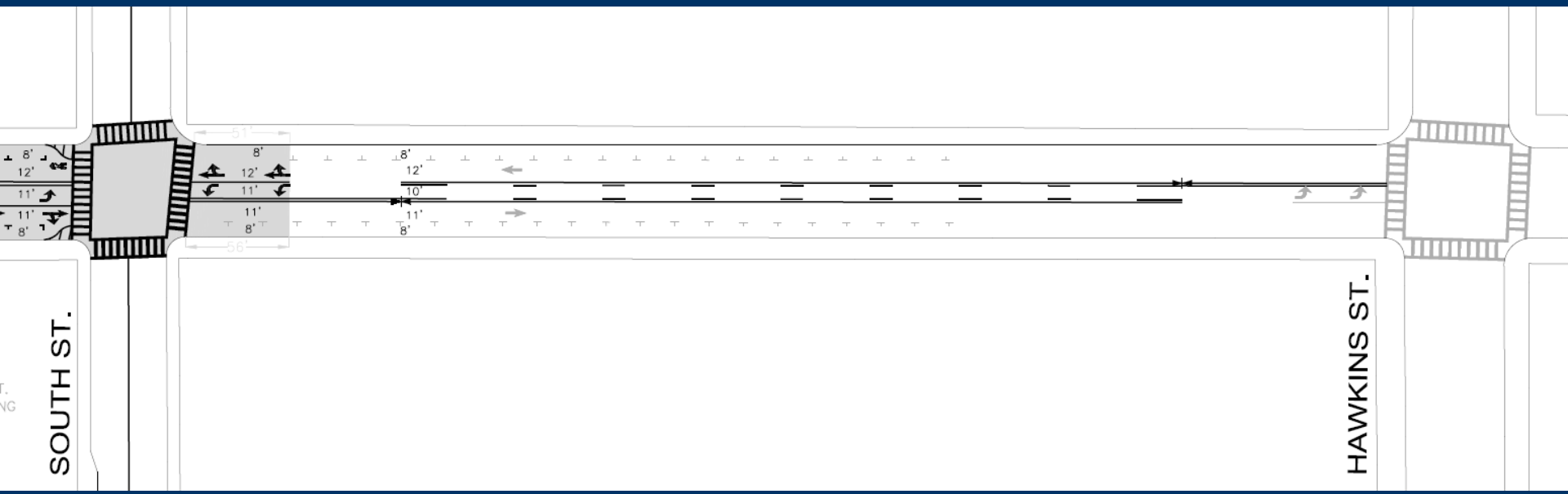
SOUTH STREET TO HAWKINS STREET



- ❑ Reduce existing sidewalks by 3' to install a landscaped buffer separating pedestrians from the parking lane.
- ❑ Install Class III shared bicycle facilities along the roadway.
- ❑ Install primary gateways at 3rd Street and South Street intersections, and secondary gateways at 1st Street and Hawkins Street intersections.

SOUTH STREET TO HAWKINS STREET

- ❑ Northbound left-turn pocket approaching South Street
- ❑ Two-way left-turn median
- ❑ Parking retained
- ❑ Conform to existing striping at Hawkins Street



LOOKING FORWARD: PHASE II

- ❑ Extend design north, to Gateway Drive
- ❑ Roundabout at Gateway Drive
- ❑ Begin hardscape improvements
- ❑ Lighting of midblock crosswalks
- ❑ Construct bulb-outs

